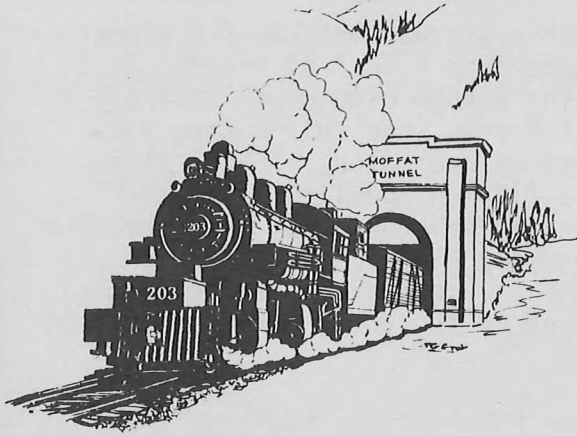


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391 Denver, Colorado 80201
October, 1980 No. 253

CURRENT NEWS AND HISTORICAL NOTES OF
ROCKY MOUNTAIN RAILROADING PUBLISHED
MONTHLY FOR ITS MEMBERS BY THE ROCKY
MOUNTAIN RAILROAD CLUB

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Contributing Editor--Darrell T. Arndt

MEETING NOTICE: Date . . Saturday, October 11, 1980
 Time . . 6:00 P.M.
 Place . . Henrici's Restaurant in the Hilton Inn, I-70 at
 Peoria Street

OCTOBER MEETING AND ANNUAL BANQUET
Saturday, October 11, 1980

The Annual Banquet of the Rocky Mountain Railroad Club will be held at Henrici's Restaurant in the Hilton Inn, I-70 at Peoria Street, on Saturday, October 11. Always the highlight of the club's schedule of activities, the Annual Banquet brings together members and guests from all over the area for an evening of good food, good company, and a program of outstanding quality. Again this year, a choice of entree is available, with Henrici's Broiled Spring Chicken or Roast of Beef highlighting the menu.

Following dinner, there will be a short business meeting and drawing for door prizes. The evening's program will consist of 2,000 feet of 16mm moving pictures from the club's Otto Perry collection. Five of the 400 foot reels of these movies have been spliced together, starting with pictures taken by Otto in 1963, and working back in time to scenes from 1942. Both Kodachrome and black and white films will be included, presenting standard gauge and narrow gauge Rio Grande trains, as well as scenes on the Union Pacific, Burlington, D&SL, D&IM, RGS, B&O, Western Pacific, Pennsylvania and others.

In 1971, the Rocky Mountain Railroad Club acquired over 40,000 feet of the 16mm movies taken by Otto Perry. While there have been several showings from these pictures at regular club meetings, the program at the Annual Banquet will feature films which have not been presented at club functions. As an added feature, some items from the club's archives will be on display at the dinner meeting for the enjoyment of those in attendance.

The Bar Car will open at 6:00 P.M., with dinner served at 7:00 P.M. Fare for the evening is \$13.00 per person, and reservations must be made by October 6. REMEMBER! THERE WILL BE NO REGULAR CLUB MEETING IN OCTOBER.

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HAVE YOU EVER SEEN a model railroad layout that snaked its way between the dishes on the diningroom table or through a tunnel made from a loaf of bread? Or have you witnessed the complexities of operating a huge club model railroad empire, complete with computer, and what might happen when this system runs out of control? Those were some of the situations presented in MODEL RAILROADS UNLIMITED, a very humorous and well-done film on modeling that was featured at the club's September meeting. As sometimes happens, the scheduled movie, starring Buster Keaton, did not arrive, so a film on trolleys was shown. This picture presented a nostalgic look at America around the turn of the century, and the part the trolley car played in the growth and development of many American communities.

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"AND A GOOD TIME WAS HAD BY ALL!" That statement describes the Rocky Mountain Railroad Club excursion on the Manitou & Pikes Peak Railway, run on Saturday, September 13. Highlight of the day was the ride part way up the mountain, powered by M&PP steam locomotive #4. On this first fan trip since being returned to service earlier in the year, Engine #4 performed beautifully as it thundered up the steep grades of the cog railway. Near Minnehaha, riders were transferred to a diesel-electric coach for the remainder of the round trip. A touch of fall was in the air, with some autumn colors to be seen, and in the very fresh breeze that greeted the group at the summit of Pikes Peak. After the train trip, most of the 70 excursionists adjourned to Giuseppe's Restaurant in Colorado Springs, for a fine dinner. The diners even got to see a couple of freight trains passing on the adjacent north-south main line, while some folks were entertained by the songs of a wandering band of minstrels.

The hospitality of the Manitou & Pikes Peak Railway is much appreciated. Club members were given access to railway shops and facilities, and several photo runs were made during the day. Steam Locomotive #4, and wooden Coach #104 have been beautifully restored and maintained. To railroad President, Martin Frick, and Superintendent, John Oldberg, and to all the employees of the M&PP, a big THANK YOU for a day we will long remember.

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1980 HAS SEEN MANY GUESTS from the Denver area, as well as a number of out-of-towners in attendance at the monthly meetings of the Rocky Mountain Railroad Club. Earlier this year, Paul and Frank Max, brothers of former club President, Charlie Max, made a monthly session. And at the September meeting, Bill Freeman, who was visiting Colorado all the way from Sidney Australia, visited with old friends and met some new friends. Guests are always welcome at the club meetings, and at club functions, and we urge that members living outside the Denver area schedule their visits to Colorado so that they might take in these events.

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DURING THE HEYDAY OF NAME PASSENGER TRAINS, one of the most beautiful and impressive terminals in the United States, was Cincinnati's Union Station. Out of service since 1972, this historic 47-year-old station has been turned into a shopping complex, at the cost of a cool 20 million dollars.

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HERB CAEN REPORTS, in the San Francisco Chronicle, that the Fairfield Area Rapid Transit sponsored a men's softball team in one of the local northern California leagues this summer. This was brought to his attention by a memorable headline in one of the small Bay area daily papers, referring to the team by the initials of the carrier

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INDUSTRIAL NOTE - A young lady recently visited the Baldwin locomotive works and then later told some of her friends how a (steam) locomotive is made. "You pour a lot of sand into a lot of boxes," she explained, "and you throw old stove lids and things into a furnace and then you empty the molten stream into a hole in the sand, and everybody yells and swears. Then you pour it out and let it cool and pound it, and then you put it in a thing that bores holes in it. Then you screw it together and paint it, and put steam in it, and they take it to a drafting-room and make a blue print of it. But one thing I forgot - they have to make a boiler. One man gets inside and one man remains outside, and they pound frightfully; and they tie it to the other thing, and you ought to see it go!"

(The Earth Mover, February, 1934)

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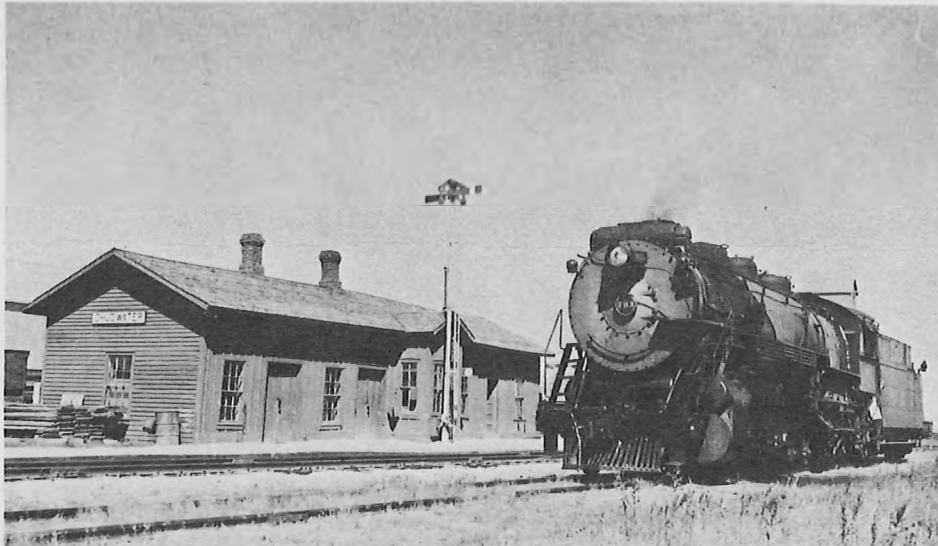
AN IMPRESSIVE BURLINGTON NORTHERN special train visited Denver last month while on an inspection trip over parts of the BN system. Powered by three big green diesel units, the 13-car train arrived in Denver from St. Paul on Monday, September 8, departing the next day for a look at the Ft. Worth & Denver Railway. The special then stopped again briefly in Denver on Thursday, September 11, before heading east once again. Included in the train's consist were: Heater Car #19, Baggage Car A16, Lounge Car DesChutes River, Diners Como and Lake Michigan, Sleepers Big Horn Pass, Jefferson Pass, Stevens Pass, and Stampede Pass, and Business cars Kootenai River, Red River, Clark Fork River, and Mississippi River.

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UP 3985 PROGRESS REPORT - On August 8, a successful hydrostatic test was made on the boiler of the 3985. A pressure of 350 pounds per square inch was achieved and held for 30 minutes, assuring the ability of the boiler to safely maintain the working pressure of 280 psi. Work continues on such items as the injectors,

THE COLORADO RAILROAD MUSEUM in Golden, will steam up ex-Denver and Rio Grande Engine #346, on Saturday and Sunday, November 29 and 30, for operations on the annual Santa Claus Train.

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The Colorado & Southern Railway Station at Chugwater has been visited by some mighty impressive guests over the years. Here, on September 22, 1957, C&S #903 waits patiently in the Chugwater siding for the freight train it will help over the steep grades of Altus Hill.
(Jim Ehernberger photo)

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A PUBLIC HEARING has been scheduled for October in Wheatland, Wyoming, on the request of the Colorado & Southern Railway Co., to close its agency at Chugwater, Wyoming. If permission to close the Chugwater station is granted, it will mark the end of almost 100 years of service to the southern Wyoming area. The federal government established a telegraph station at Chugwater in 1867, and the building of the Cheyenne & Northern brought rail service to the area in 1886. In 1887, a wooden depot was moved to Chugwater from Point of Rocks, by the Union Pacific Railroad which controlled the Cheyenne & Northern. This classic structure, seen in the above photograph, served until being demolished in the spectacular collision of two freight trains on September 16, 1958. The depot now in use at Chugwater, was built the following year. Removal of the agent at Chugwater would leave Wheatland as the only manned station on the 121-mile Cheyenne to Wendover C&S line.

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air brakes, throttle, air reservoirs, and cleaning out the tender, Primer is being applied to the engine and tender as areas are made ready for painting.

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CITING A NUMBER OF REASONS, including space limitations and inflationary costs, Cheyenne Newspapers, Inc. has announced the discontinuance of its Treagle football train. Run on the Union Pacific Railroad each fall from Cheyenne to a University of Wyoming home football game in Laramie, the Treagle received national attention over the years and included many prominent personalities on its guest lists. The first train was run on October 5, 1935, with 281 persons aboard, in an effort to boost the State University and its athletic program. Forty more football specials made the trip "over the hill" with no trains run during the war years of 1942 through 1945. Now, on the 45th anniversary of the first Treagle Special, this train joins a host of other excursion trains around the country that run no more. For many years, the "Denver Post Special" trains carried Coloradoans to Cheyenne for the Frontier Days celebration each July, and in later years, a Cheyenne Chamber of Commerce "Stock Show Train" powered by UP 8444 made the trek to Denver each January. Perhaps, ironically, the Treagle made its final Cheyenne to Laramie run in September of 1979, behind the UP 8444, which has outlasted them all.

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EFFORTS CONTINUE TO PROVIDE RAIL SERVICE that would move grain from points along the bankrupt Rock Island Railroad in eastern Colorado and western Kansas. The Union Pacific Railroad has asked the federal government for permission to give farmers and elevator operators in that area a nine-cents-per-bushel discount for trucking their wheat to rail points around Arriba, Flagler, and Genoa, Colorado. The UP has also asked for temporary authority to operate on a short portion of the ROCK's trackage into Limon, Colorado. Meanwhile, the Burlington Northern Railroad was expected to commence rail service from Seibert, Colorado to Gem, Kansas to haul millions of bushels of wheat now stored in grain elevators and on the ground. This storage space will be needed in the near future for the incoming corn crop, grain elevator operators report.

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THIS SUMMER, THE CHESSIE SYSTEM RAN A REPLICA of Peter Cooper's tiny "Tom Thumb" locomotive to mark the 150th anniversary of American locomotion. The little steam engine was scheduled to make the round trip from Baltimore to Ellicott City, Maryland, but the trip turned out almost as badly as the original run. The "Tom Thumb" broke down twice, once on each leg of the journey, while hauling rail officials, guests and media representatives in open-sided cars. The problem was a connecting rod. It broke, but a substitute rod was installed and the trip was completed. Over 150 years ago, the original "Tom Thumb" lost its first race against a horse when the engine's drive belt broke.

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BURLINGTON NORTHERN RAILROAD recently moved a 2.2 million-pound anchor chain from

Seattle to the Gulf Coast for an ocean-going well-drilling rig. The 4½ mile long chain was transported in eight 3,000 foot sections, with 1,500 feet of chain loaded into each gondola car. The anchor chain was draped from car to car, and secured in every second gondola with special hooks.

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THE BUSY SUMMER TOURIST SEASON creates many additional problems for Amtrak, and one such difficulty is an increase in train robberies. Certainly these are not the horse, mask and six-shooter type of robbery as in the days of the old West, but crimes involving pickpockets, purse snatchers and con artists. Occurring mostly at stations and on crowded trains, these thefts usually involve more than one person using some type of ruse such as a staged argument or lost money, to divert unsuspecting travelers. While over 3,000 thefts on or near Amtrak trains were reported last year, officials estimate that only about one in eight on-train crimes was reported.

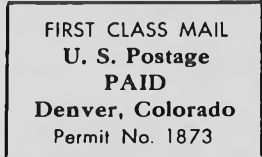
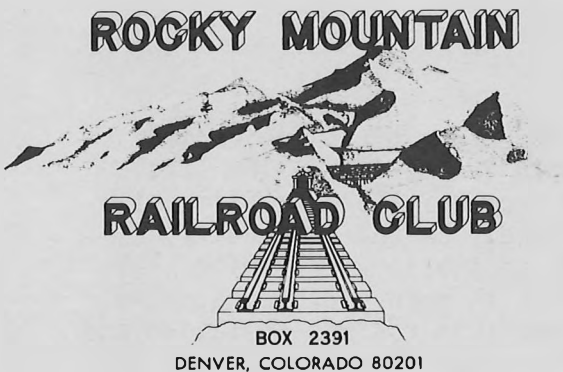
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